

Maritime Security Review



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INCIDENTS AT SEA

Reporting Period: 24 – 30 September 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	2	2	Medium
Asia	0	5	High
WORLDWIDE			
North America	0	1	Low
Central America/Caribbean/ South America	1	3	Medium
Atlantic Ocean Area	0	0	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	1	0	Low
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
Northeast Asia	0	0	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

GULF OF ADEN, ARABIAN SEA, RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT, AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

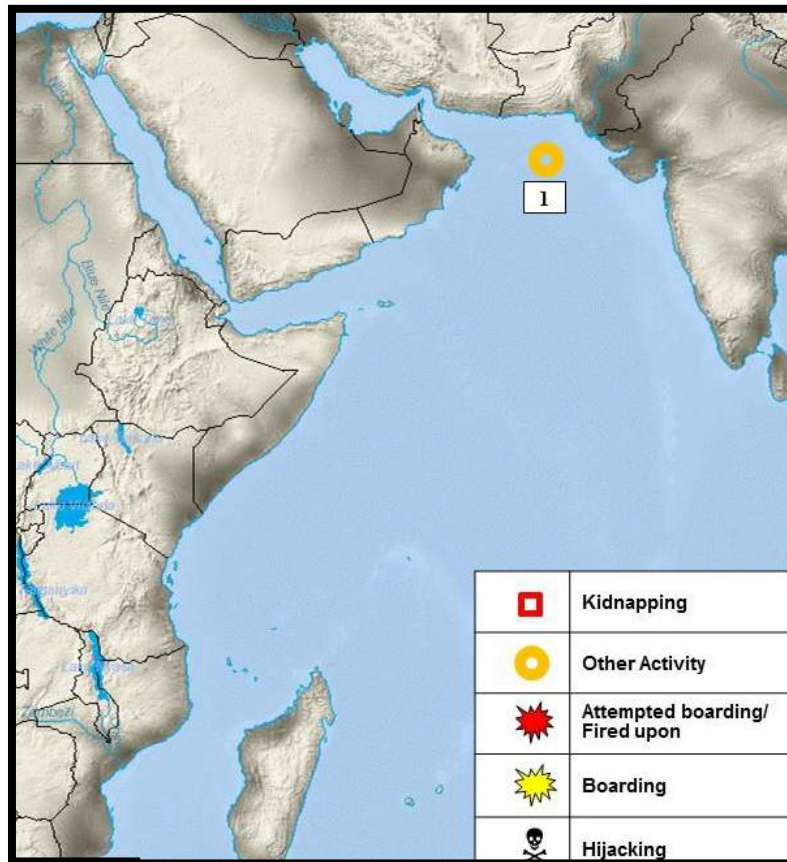
- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP5. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

Current Incidents:
1



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

VESSELS BOARDED

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **19 September (Northern Arabian Sea)** – Pakistan Navy and Maritime Security Agency forces seized a boat that was carrying 3 tonnes of hashish.

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA

WEATHER FORECAST VALID FROM 26 SEPTEMBER – 3 OCTOBER 2018

NORTHERN ARABIAN SEA: Southwest winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Westerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

GULF OF OMAN: Easterly winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 5 – 10 knots, and seas of 2 – 4 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** West-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with south-southeast winds of 10 – 15 knots and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southeast winds of 15 – 20 knots and seas of 6 – 8 feet.

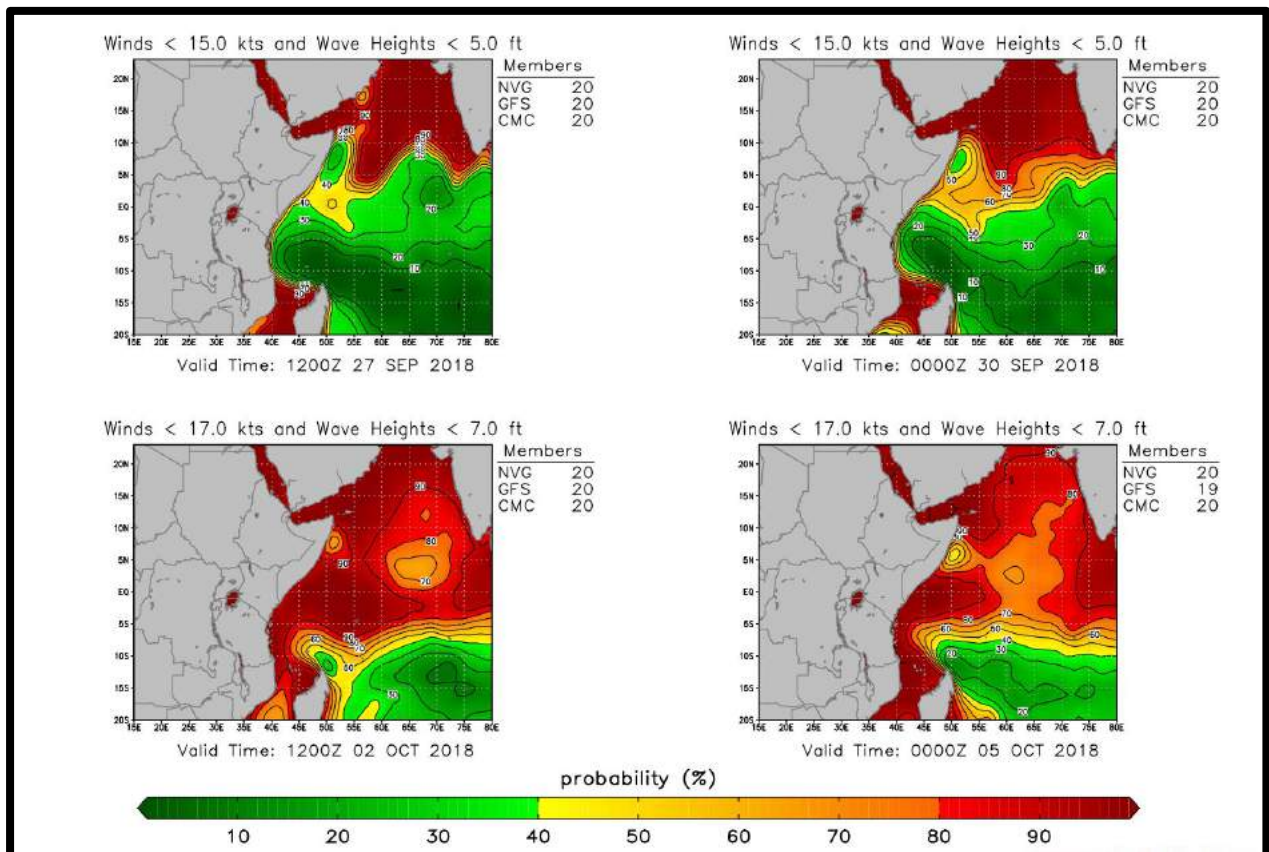
- **Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 5 – 7 feet.

MOZAMBIQUE CHANNEL: East-northeast winds of 10 – 15 knots and seas of 5 – 7 feet in the northern Channel; with northerly winds of 10 – 15 knots and seas of 5 – 7 feet in the southern Channel.

- Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 7 – 9 feet in the northern Channel; with southerly winds of 10 – 15 knots and seas of 8 – 10 feet in the southern Channel.

SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents’ speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather pattern over the region producing mostly clear skies with isolated areas of thunderstorm activity. Isolated thunderstorms and rain showers can be routinely expected along the coast of Somalia and increased southerly wind flow through the Bab Al Mandeb Strait due to funnelling effects.



Source: ONI

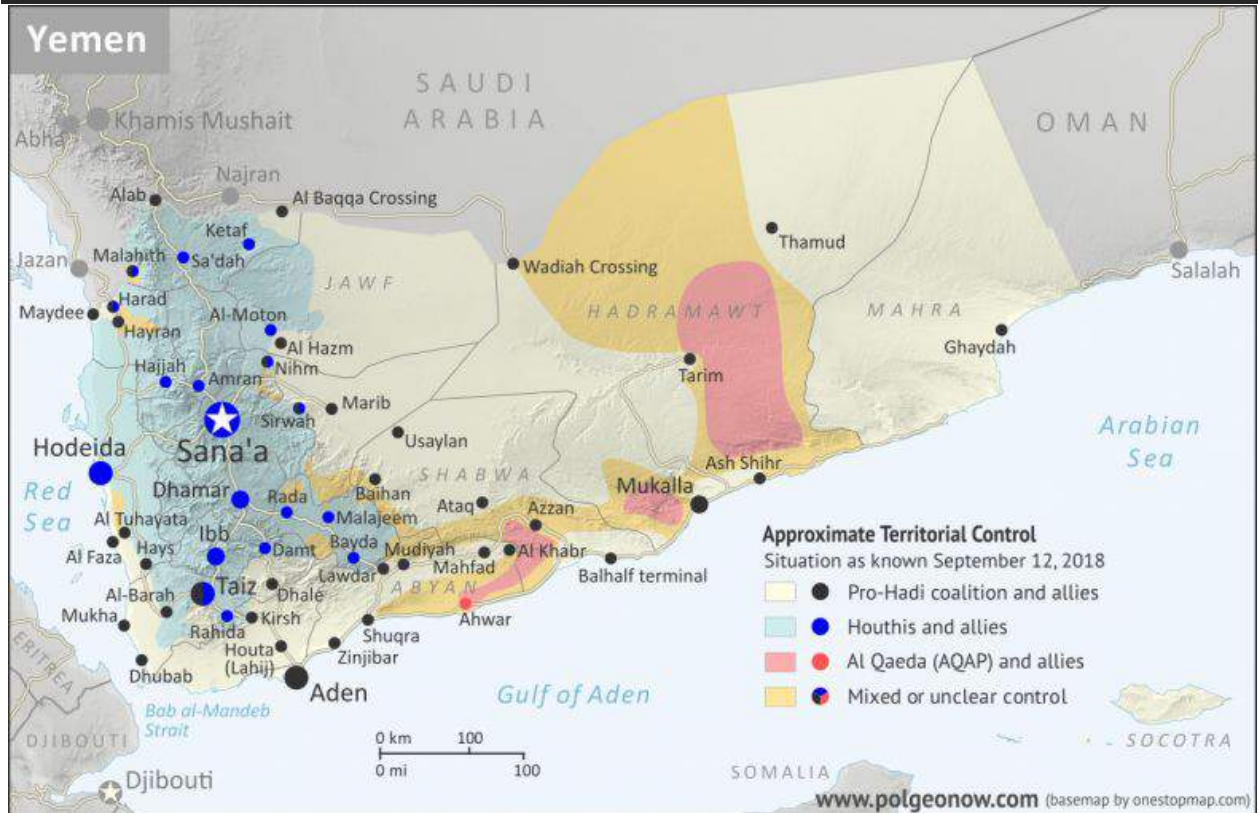
SPOTLIGHT ON YEMEN

PORT STATUS AS OF 30 SEPTMEBER 2018

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports, and to ensure that security measured aboard vessels are in place.

ACTIVITY REPORTING



UN ENVOY ANNOUNCES PLAN TO RESTART YEMEN PEACE TALKS AS MANDATE EXTENDED

28 September – Martin Griffiths, UN envoy to Yemen, says there is huge appetite for a solution, as his mandate was extended and he announced a plan to restart peace talks. The scheme would introduce a set of confidence-building measures within a week, including reopening Sana'a airport, prisoner swaps and payment of civil service salaries. It was arranged by the UN special envoy Martin Griffiths after a frenetic round of meetings in New York designed to prevent Yemen from sliding towards a humanitarian disaster as fighting escalates. Griffiths said he was optimistic that overlapping steps could be agreed by Houthi rebels and a Saudi-led coalition that includes the United Arab Emirates and that backs the UN-recognised government of Yemen. As many as 5,000 prisoners on either side needed to be exchanged, he added. Griffiths admitted he had no power to demand a ceasefire or prevent the Saudi coalition from pressing ahead with plans to capture the strategic Red Sea port of Hodeidha, stating, "What I won't do is to make stopping the war a condition for us to resolve it." In a sign of the complex diplomatic cross-currents over Yemen, EU states including the UK clashed with Saudi Arabia on Friday by backing a one-year extension of the mandate for an independent group of experts set up to investigate breaches of humanitarian law in Yemen.

WATCHDOG ACCUSES YEMEN REBELS OF TAKING HOSTAGES, TORTURE

25 September – An international watchdog accused the Houthi rebels of committing abuses including hostage taking, torture and enforced disappearances of people they hold in detention. New York-based Human Rights Watch said in a statement it documented 16 cases in which Houthi authorities held people unlawfully, largely to extort money from relatives or to exchange them for prisoners held by opposing forces. The New York-based group said Houthi officials have treated detainees brutally, often

rising to the level of torture. It urged the rebels to put an end to the abuses. "The Houthis have added profiteering to their long list of abuses and offenses against the people under their control in Yemen," Sarah Leah Whitson, HRW's Middle East director, said in the report. "Some Houthi officials are exploiting their power to turn a profit through detention, torture, and murder." Former detainees described Houthi officers beating them and guards whipping prisoners and threatening to rape them or their family members, the report said. HRW said United Arab Emirates forces, forces loyal to the UAE, and Yemeni government forces have also arbitrarily detained, tortured and forcibly disappeared scores of people in the Yemeni conflict. The watchdog on Monday urged the U.N. Human Rights Council to renew the mandate of the Group of Eminent Experts on Yemen that investigates human rights violations in the country during its current session in Geneva. It said parties on both sides of Yemen's conflict are committing laws-of-war violations and human rights abuses with impunity.

DEATH TOLL SOARS IN YEMEN'S HODEIDAH AS FAMINE SWEEPS THE COUNTRY

25 September – The killing and maiming of civilians, including children, in Hodeidah, has soared since June, according to aid workers that warned the fighting was turning into a "war on children" as thousands have suffered life-changing injuries. Save the Children said on Monday at least 349 civilians in Hodeidah have been killed over the last three months, making up over half the total deaths in the country. Thousands of children have also lost their arms and legs, or the ability to speak or walk, due to explosive weapons, air strikes and landmines that have targeted populated towns and cities, markets and schools, it added. Medics have been unable to cope with the influx of the wounded, as Yemen's health care system has all but collapsed. Helle Thorning-Schmidt, Save the Children's CEO who visited Yemen this week, said, "Attacks on schools and hospitals are up – safe spaces that should never be targeted. This is a war on children." Separately, the International Rescue committee reported that civilian deaths in Yemen have increased 164% since June. The IRC attributed the increase in deaths to Saudi-led coalition efforts to retake Hodeidah. The latest offensive on Hodeidah is being led by Emirati-trained Yemeni troops together with the UAE army on the ground and Saudi air support. It was briefly paused in July to allow for peace talks which collapsed, however, fighting renewed on 7 September. The United Nations has warned that up to 250,000 of the city's 600,000 residents are in danger of being killed or maimed. Meanwhile, aid agencies have identified close to 500,000 people that had fled homes in Hodeidah between June and August. Hodeidah's port accounts for more than 70 per cent of all imports to Yemen, offering a vital lifeline of food, fuel and medical supplies. Even before the war, 90 per cent of Yemen's food was imported. Yemen has only enough food to sustain its population for two to three months, CARE International has warned. If Hodeidah's port is sealed off or put out of action, CARE's Yemen Director Johan Mooij calculates that Yemen's food supplies will last two to three months, taking into account the World Food Programme's (WFP) stockpiles and estimated levels of commercial foods sourced from traders. "Once the harbour is blocked we are talking about millions and millions of people who will not have food," Mooij emphasised.

YEMEN GOVERNMENT CONDEMNS ASSASSINATIONS AFTER EDUCATION OFFICIAL'S DEATH

24 September – The Yemeni government condemned continued assassinations after gunmen shot dead an education ministry official at the southern port city of Aden. The government released a statement, quoted by the official news agency, condemning repeated crimes and assassinations in the temporary capital of Aden. Masked gunmen assassinated Ramzi Sagheer, Director of a private school and a member of the education department in Aden province. Assailants targeted Ramzi with a barrage of bullets fired from silenced weapons while he was leaving his own private school in Mansourah district of Aden. Ramzi participated in many campaigns about the importance of teaching women in Yemen. The statement said that investigations are underway.

YEMEN PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent directly to the Ministry of Transport.

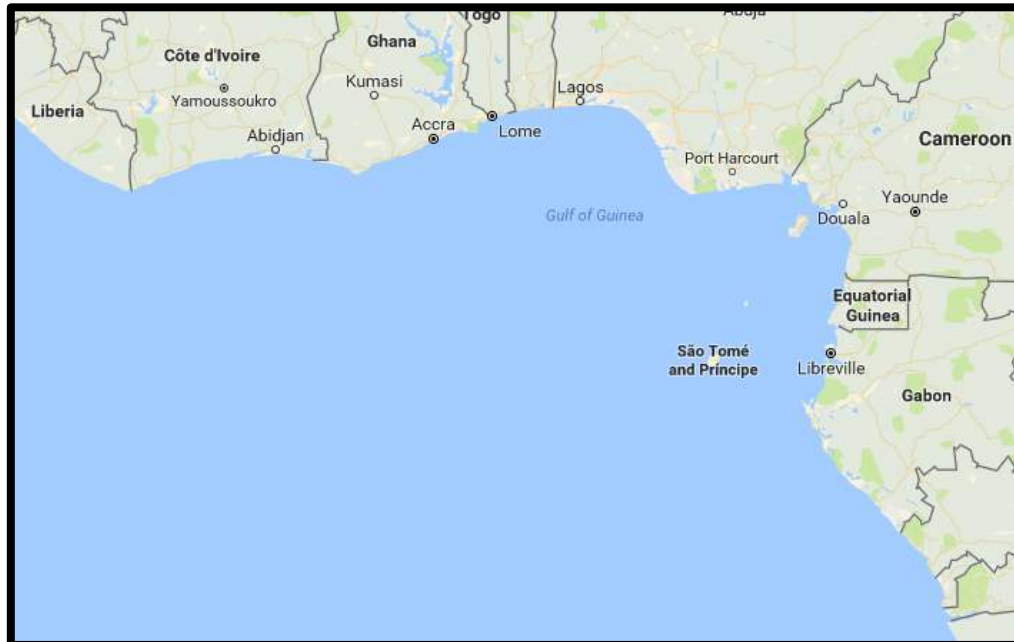
SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

WEST AFRICA, GULF OF GUINEA



Current Incidents:

4

WARNING:

The entire Gulf of Guinea region remains at a high risk to piracy; MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lomé, Togo; and Cotonou, Benin to remain particularly vigilant.

VESSELS HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- **25 September (Nigeria)** – Six armed pirates in a speed boat approached a tanker underway near position 02:45N – 006:39 E, 100 nautical miles south-southwest of Bonny Island. The Master of the vessel increased speed, took evasive manoeuvres, raised the alarm, contacted the escort vessel and mustered the non-essential crewmembers in the citadel. The pirates fired two gun shots and moved away. All crewmembers have been reported safe and no damage to the vessel was reported.

- **25 September (Republic of Congo)** – Two robbers armed with knives boarded a vessel near position 04:41S – 011:45 E, Pointe Noire Anchorage. The alarm was raised however the robbers managed to steal ship's properties and escape.

VESSELS BOARDED

- **21 September (Nigeria – Late Report)** – Two robbers boarded a vessel anchored near position 06:16N – 003:13E, Lagos Anchorage. Once challenged, they escaped with a rope. Nothing was reported stolen.

KIDNAPPING

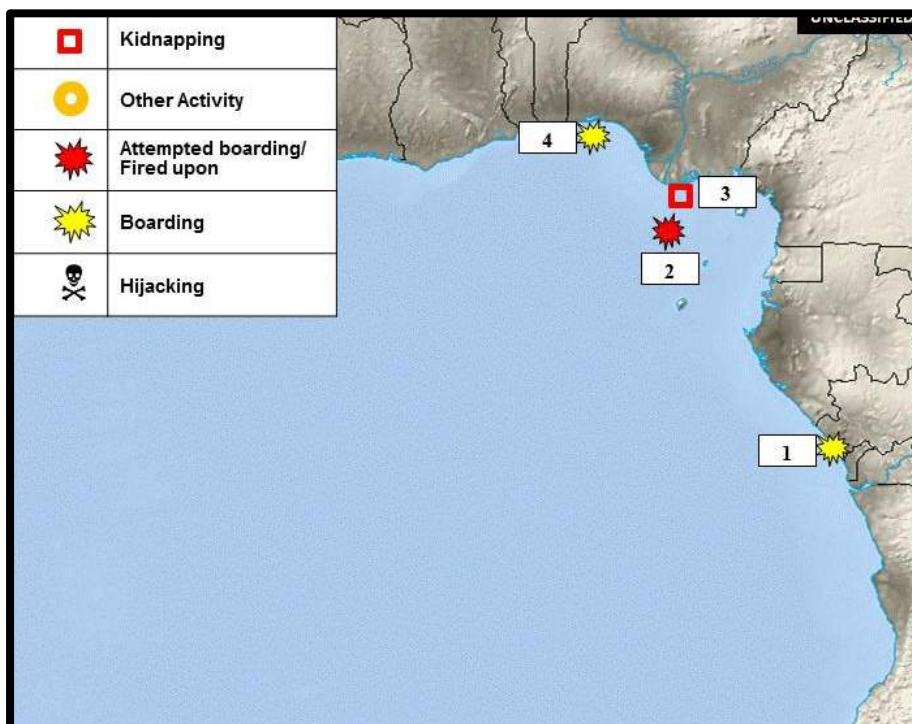
- **22 September (Nigeria – Late Report)** – Switzerland-flagged bulk carrier *GLARUS* was attacked near position 03:40N – 006:40E, 48 nautical miles south of Bonny. According to Massoel, the Geneva, Switzerland-based owner of the vessel, twelve out of the nineteen crewmembers on board the vessel were kidnapped. The ship was transiting from Lagos to Harcourt, Nigeria. The vessel reached Bonny anchorage after the attack and was brought to anchor. The kidnapped crewmembers are from the Philippines, Slovenia, Ukraine, Romania, Croatia and Bosnia.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- No current incidents to report



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 26 SEPTEMBER – 3 OCTOBER 2018**

GULF OF GUINEA: South-southwest winds of 10 – 15 knots and seas of 6 – 8 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots and seas of 4 – 6 feet.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the coast of West Africa.

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

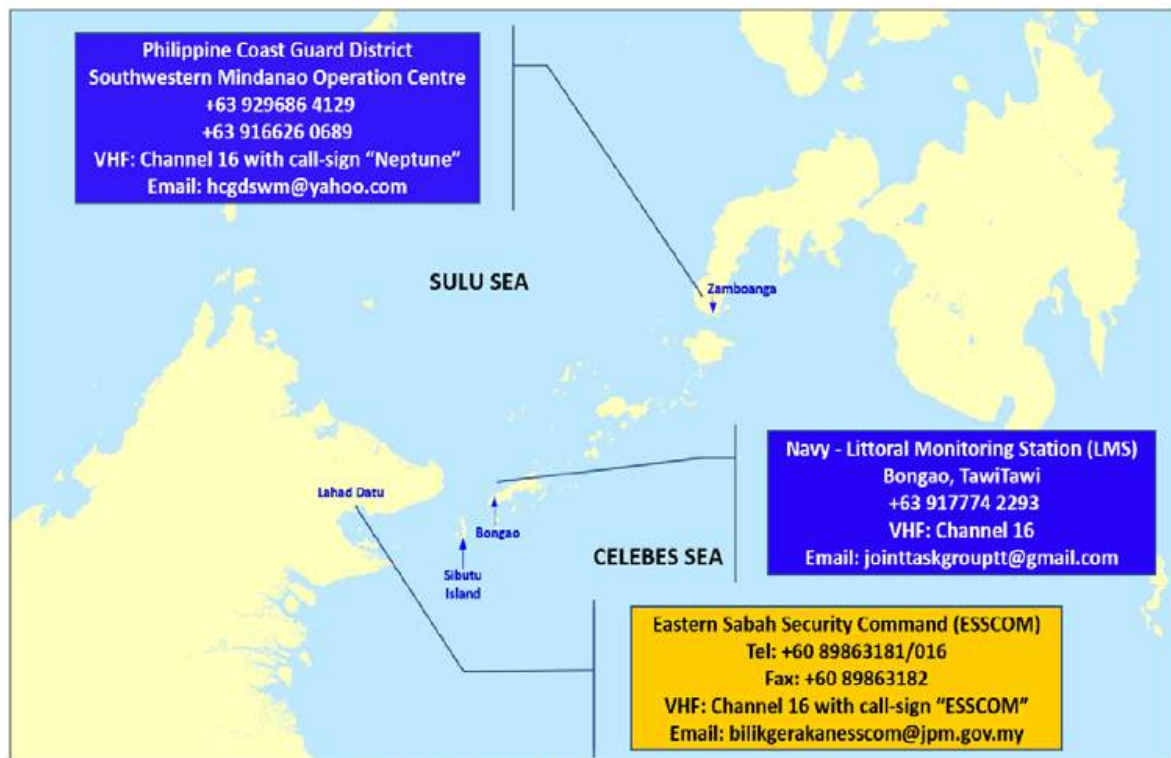
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WARNING: Continued Threat of Kidnap in Sulu-Celebes Sea and off Eastern Sabah

The first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia occurred on 11 September and involved the kidnapping of two Indonesian fishermen. The last actual reported incident occurred on board SUPER SHUTTLE Tug 1 on 23 March 2017, with the last attempted incident occurring on board KUDOS 1 on 16 February 2018. This latest actual incident is evidence that the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated. MS Risk continues to advise all vessels to re-route from the area, where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

All vessels transiting this region are urged to report any incidents or suspicious activity to the following Centres:



Contact details of the reporting centres

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- **20 September (Malaysia – Late Report)** – Police in Sabah State killed two men believed to be involved in the abduction of two Indonesian fishermen after a high-speed chase at sea near Bohayan Island. In the 11 September 2018 kidnapping incident, two Indonesian fishermen were abducted near Gaya Island in Semporna while two other crewmembers managed to hide inside the fishing vessel during the attack.

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **19 September (Singapore Strait – Late Report)** – Panama-flagged LPG tanker was boarded by three robbers near position 01:14N – 103:57E, in the westbound lane of the traffic separation scheme of the Singapore Strait. Three perpetrators were sighted at the stern of the vessel. The chief engineer sustained injuries to his face and hands after the perpetrators confronted him and forcibly took his gold chain. A wooden pole was used by the robbers who made their escape when the alarm was

raised. The remaining crewmembers have been reported safe, with no injuries reported. The Master of the vessel reported the incident to the Singapore Vessel Traffic Information System (VTIS).

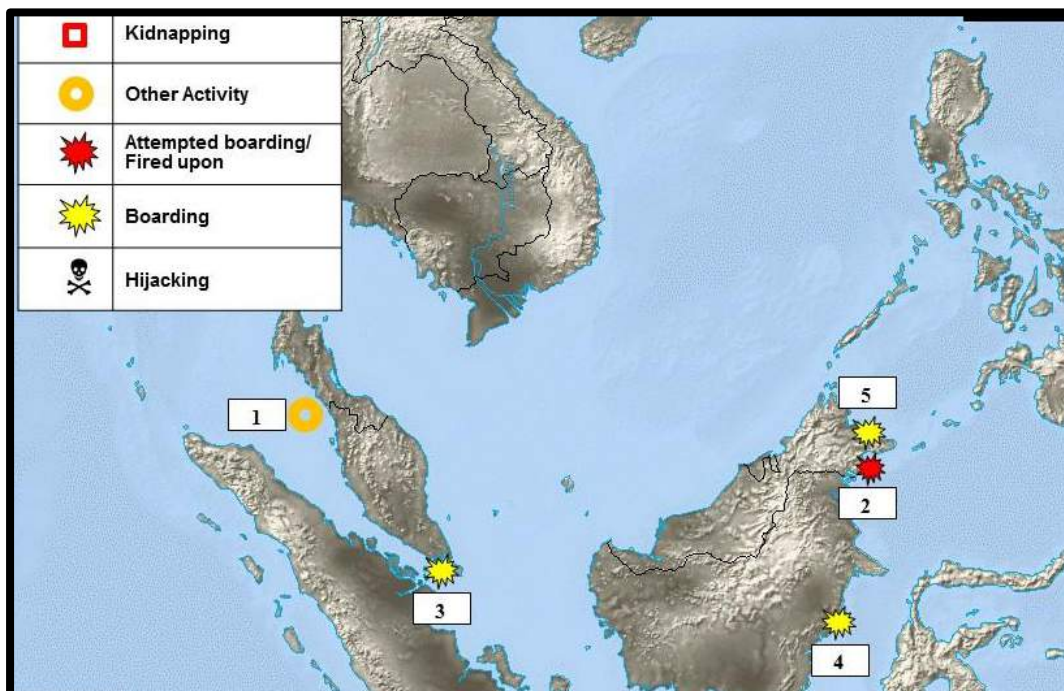
- **18 September (Indonesia – Late Report)** – Robbers armed with knives boarded an anchored bulk carrier twice in three hours near position 00:14S – 117:34E, Muara Berau Anchorage, Samarinda. On both occasions, the duty watchman noticed the robbers on the forecastle deck and raised the alarm, resulting in the robbers escaping with stolen ship’s stores.
- **12 September (Malaysia – Late Report)** – A robber boarded a Malta-flagged bulk carrier from a craft via the portside anchor chain in position 05:45N – 118:04E, Berth 1 AB, Sandakan, Malaysia. Another two robbers were waiting in a craft near the ship. Nothing was reported stolen and the incident was reported to the local agent.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- **11 September (Thailand – Late Report)** – Authorities intercepted a cargo ship carrying a large consignment of smuggled exotic animals. Three suspected Indonesian traffickers were arrested after customs officials thwarted the bid to transport the animals to Thailand in an operation off the Malaysian island of Langkawi. The unusual cargo included two “frightened looking” orangutans and dozens of baby saltwater crocodiles. There were also about 350 sugar gliders, a type of small marsupial, along with cockatoos, parrots and parakeets which were found in boxes on board the vessel. The smugglers intended to sell the animals as pets.



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 26 SEPTEMBER – 3 OCTOBER 2018**

SOUTHERN SOUTH CHINA SEA: Southwest winds of 10 – 15 knots and seas of 2 – 4 feet.

- **Extended Forecast:** Westerly winds of 10 – 15 knots, gusting to 20- knots, and seas of 5 – 7 feet.

MALACCA STRAIT: West-southwest winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with southeast winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 2 – 4 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Southwest winds of 10 – 15 knots and seas of 3 – 5 feet in the northern section; with southwest winds of 15 – 20 knots, and seas of 6 – 8 feet, in the southern section.

- **Extended Forecast:** Light and variable winds with seas of 2 – 4 feet in the northern section; with northwest winds of 10 – 15 knots and seas of 2 – 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

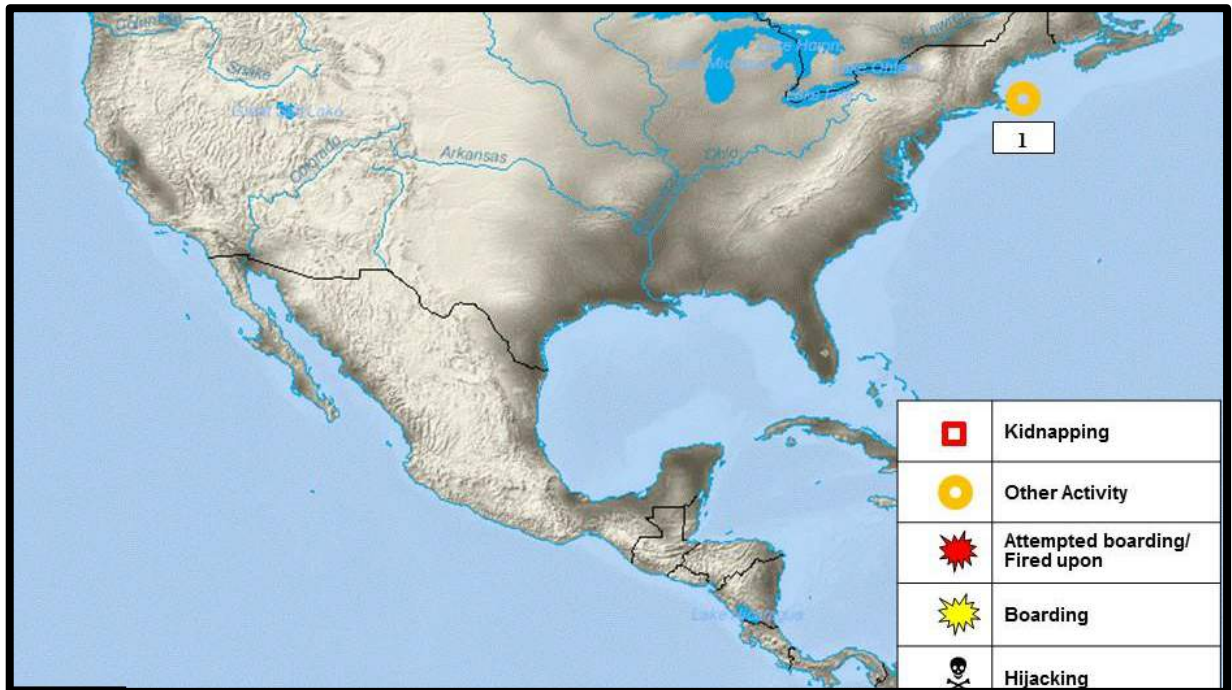
- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

SYNOPTIC DISCUSSION: The presence of Typhoon 28W south of Kadena on Okinawa, Japan, is causing increased winds and seas in the north-eastern position of the South China Sea. Expect strong gusts in and around scattered thunderstorms, throughout the Malacca Strait and the Andaman Sea due to funnelling effects and daytime heating. As Invest area 94W develops and transits northeast, the north-eastern South China Sea will see increased winds and seas. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

WORLDWIDE

NORTH AMERICA



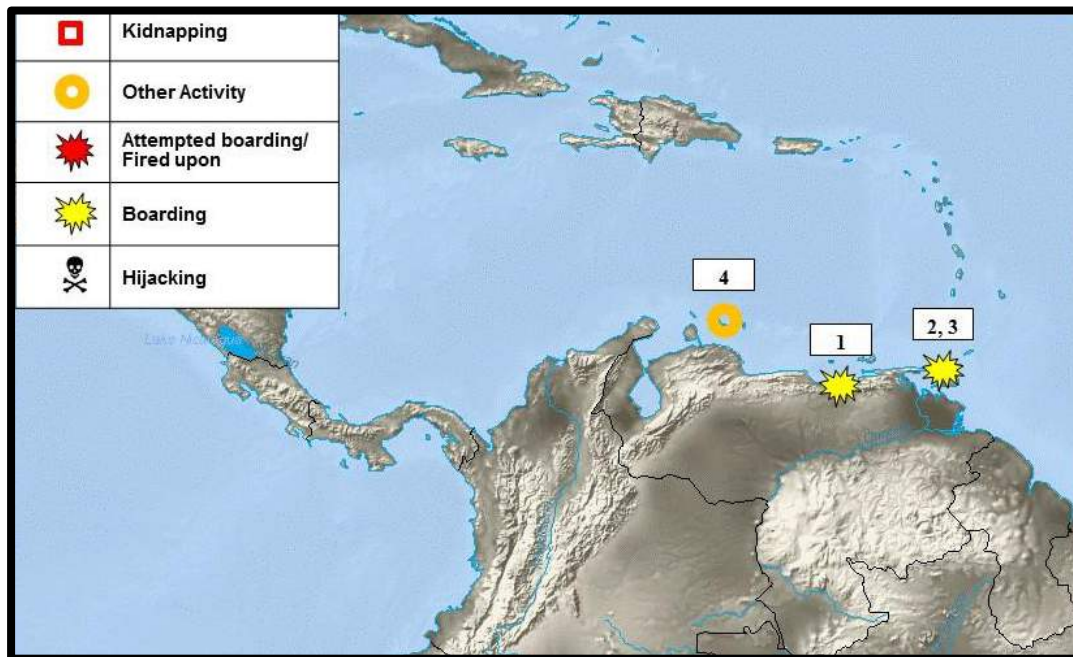
Source: ONI

- 23 September (United States – Late Report)** – According to the authorities, a member of a fishing boat crew attacked his fellow crewmembers at sea with a knife and a hammer, killing one of them. The authorities did not disclose what sparked the attacks. The incident occurred on board the fishing vessel *CAPTAIN BILLY HAVER* while it was underway 55 miles off Nantucket, Massachusetts. The captain of the seven-member crew made a distress call and the German cruise ship, *MEIN SCHIFF 6*, responded, taking two of the injured crewmembers onboard. The ship's doctor pronounced one of them dead.

CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA

- 25 September (Venezuela)** – Two robbers boarded a product tanker anchored near position 10:16N – 064:42W, Puerto la Cruz Anchorage. The alert watchkeeper noticed the robbers, raised the alarm and mustered the crewmembers. Upon seeing the alerted crewmembers, the robbers escaped without stealing anything. Master of the vessel contacted the IMB Piracy Reporting Centre, which immediately relayed the incident information to the authorities. A coast guard patrol boat was dispatched and the officers boarded the tanker for investigations.
- 16 September (Trinidad and Tobago – Late Report)** – A dinghy and outboard motor were stolen from a yacht anchored in Chaguaramas.

3. **15 September (Venezuela – Late Report)** – Seven sailing yachts were boarded moored in Chaguaramas. Dinghies and outboard motors, flare kits, tools and a propane tank were reportedly stolen. Reports were made to the local authorities.
4. **15 September (Curacao – Late Report)** – Coastguard forces intercepted a boat carrying 340 kilograms of cocaine. Two men aboard the craft were arrested.



Source: ONI

ATLANTIC OCEAN AREA

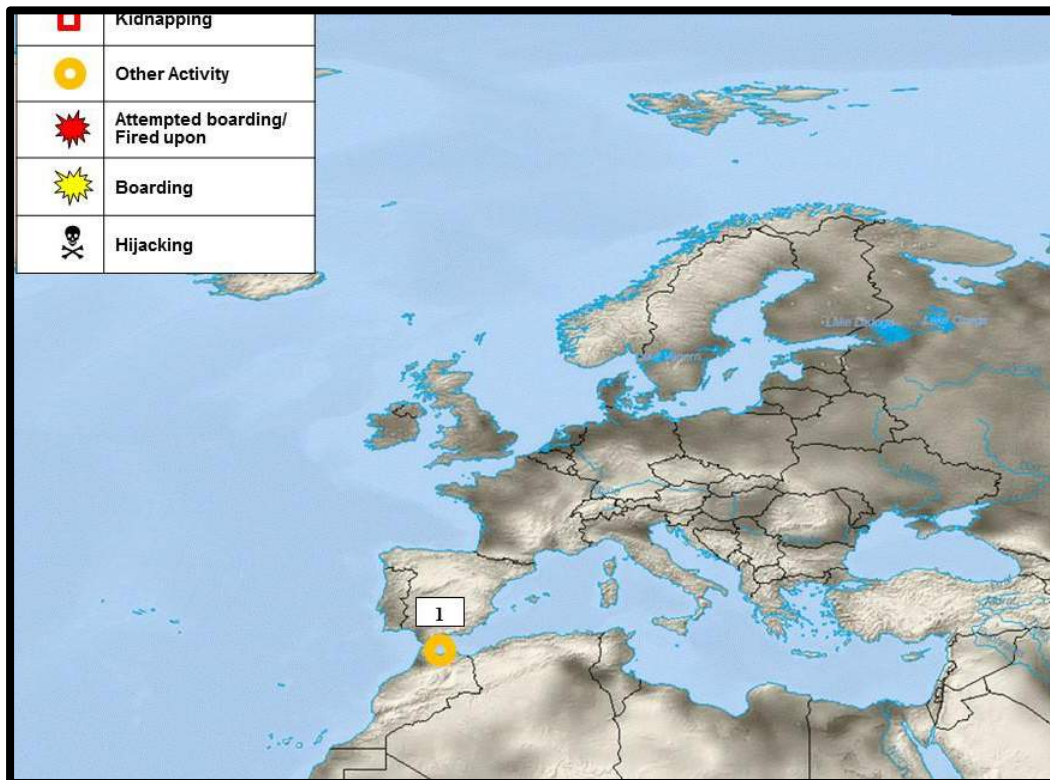
- No current incidents to report

NORTHERN EUROPE – BALTIC

- No current incidents to report

MEDITERRANEAN/BLACK SEA

- **25 September (Morocco)** – A vessel of the Moroccan Royal Navy, which was patrolling the country's Mediterranean coast, was forced to open fire on a high-speed boat carrying illegal migrants after it refused to respond to its warnings. The smuggling speedboat was driven by a Spaniard in the northern Moroccan waters. According to the local authorities, the speedboat driver refused to stop the boat's engine and chose to ignore the warning shots leaving the Moroccan Navy no choice but to act.



Source: ONI

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT

- No current incidents to report

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



Tensions across the European continent remain as governments have failed to find a solution to the ongoing migrant crisis, which has continued over the summer months. Tensions between Italy and its EU neighbours remain after Italy in recent months refused to allow a number of migrant rescue vessels dock at its port. Tensions across the EU bloc are likely to continue over the next few weeks as migrants attempt to benefit from continued warm weather to make the dangerous Mediterranean crossing.

LIBYAN COASTGUARD INTERCEPTS 350 MIGRANTS

26 September (Libya) – Libya’s coastguard has intercepted about 350 Europe-bound migrants, including women and children, off the Mediterranean coast in the past few days. On Wednesday, spokesman Ayoub Gassim disclosed that three boats carrying 235 passengers including twenty women and two children were stopped Sunday off the coast of the western towns of Khoms and Zuwara, adding that another boat carrying 116 passengers, including twelve women and a child, was stopped on Monday off the coast of Zuwara. Gassim went on to say that all migrants were given humanitarian and medical aid and have since been taken to refugee camps.

WOMAN KILLED AFTER MOROCCAN NAVY FIRES ON VESSEL CARRYING MIGRANTS

26 September (Morocco) – A woman has been killed after the Moroccan navy opened fire on a speedboat carrying migrants. The 22-year-old woman died of her injuries in hospital. Three other Moroccans were wounded in the incident, with one of them left in a critical condition. Morocco’s interior ministry has disclosed that the patrol was “forced” to open fire on the speedboat because the captain had “refused to obey” orders in waters off M’diq-Fnideq. A total of 25 people, including Spanish people traffickers, were on board the vessel, with an official disclosing that those on the speedboat were lying down and could not be seen. The Spanish captain was unharmed in the incident. He has since been arrested and an investigation has been launched. Morocco has indicated that so far this year, it has foiled 54,000 attempts by illegal migrants to cross the Mediterranean into Europe after becoming a key route for sub-Saharan Africans trying to reach the continent. From January until August

this year, an estimated 7,100 Moroccans were amongst those trying to make the crossing, some of them on inflatable boats.

MIGRANTS ON RESCUE VESSEL TO BE TAKEN TO MALTA

25 September (Morocco) – The Maltese government disclosed migrants on board the charity rescue ship *Aquarius* will be transferred to a patrol boat in international waters and taken to Malta, which will then send them to four other European Union countries. On Twitter, Maltese Prime Minister Joseph Muscat stated that “Malta and France again step up to solve migrant impasse,” adding “With (French President) Emmanuel Macron and other leaders we want to show multilateral approach possible.” Muscat’s spokesman Kurt Farrugia further tweeted that the 58 migrants on board the *Aquarius* “will be transferred onto a Malta armed forces asset in international waters” and brought to Malta before being sent onto four EU states – France, Spain, Portugal and Germany.

SPAIN RESCUES SOME 440 MIGRANTS

24 September (Spain) – Spain’s maritime rescue service has reported that it rescued more than 400 people from fifteen small boats, most of them off the country’s southern coast. Officials have indicated that in total, 447 people were pulled to safety in the western part of the Mediterranean sea.

PRIVATE RESCUE BOAT RISKS LOSING REGISTRATION

24 September – Humanitarian groups have voiced concern that the sole private rescue boat operating near the deadly central Mediterranean route risks being put out of action by Italy’s anti-migrant leaders. Two humanitarian groups, which operate the last private rescue vessel in the central Mediterranean, have disclosed that Panama had removed the ship’s registration following Italian complaints. In a statement, Panama’s maritime authority disclosed that it has begun procedures to remove the registration of *Aquarius 2* after Italy complained that the boat’s captain failed to follow orders, adding that Italy contends that the captain of *Aquarius 2* defied instructions to return migrants to Libya that it had rescued from unseaworthy vessels that were launched by Libyan-based traffickers. However SOS Mediterranean and Doctors Without Borders (MSF), the humanitarian groups that jointly operate *Aquarius 2*, say that violence-wracked Libya does not meet international standards for safe harbour. On 23 September, they asked European governments to reassure Panama that Italy’s contentions are unfounded or issue a new flag so that *Aquarius 2* can keep operating. Right-wing Italian Interior Minister Matteo Salvini will not let private rescue boats dock in Italy. In their statement, released on Sunday, the two NGOs alleged that Italy had forced the Panamanians to revoke the registration “under blatant economic and political pressure from the Italian government,” which has vowed to stop arrivals in Italian ports of migrants saved by private rescue boats. This has been denied by Salvini, who said in a tweet Sunday night that “no pressure at all on Panama for the *Aquarius 2*. I don’t even know Panama’s area code.” The Panama Maritime Authority meanwhile has stated that it was acting after the “principal complaint came from Italian authorities” about the ship’s captain. It also noted that maritime authorities in Gibraltar over the summer took *Aquarius 2* off its registry and had requested that it suspend its operations.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 30 SEPTEMBER 2018

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	CLOSED	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Force Majeure	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

LIBYA CEASEFIRE HALTS MONTH-LONG BATTLE IN TRIPOLI

26 September – Libya's internationally recognised government announced a ceasefire deal between rival militias after a month of clashes that have left more than at least 117 dead and more than 500 injured since it broke out in the capital's southern suburbs on August 27. The Government of National Accord (GNA) welcomed "the return of calm" after the battle, which displaced over 25,000 people. The ceasefire came into effect on Tuesday, and allowed the reopening of the capital's only working airport. Mitiga airport had closed several times because of the clashes. Many families have returned to their homes, although some were delayed by heavy rains that closed off several roads. The agreement was signed by representatives of the capital and the town of Tarhuna, southeast of Tripoli, the interior ministry said. The deal calls for the rivals to implement a UN-brokered accord, signed on September 4, and to form a joint security force of police from Tripoli and Tarhuna to patrol the capital's southern suburbs. That accord held for only a few days; political analysts said the new deal could suffer the same fate. The latest feud pitted armed groups from Tarhuna and Libya's third city Misrata against militia

forces from Tripoli under the nominal control of the GNA. Forces from Misrata were driven out of the city on Monday night. Dozens of militiamen were posted at crossroads in the southern suburbs on Wednesday, manning pickup trucks loaded with anti-aircraft guns. Under the ceasefire deal, militias and their heavy weapons are to be withdrawn from the capital. The unity government has struggled to exert its control in the face of a multitude of militias and a rival administration based in eastern Libya.

TWO TUNISIAN JOURNALISTS' BODIES FOUND IN LIBYA

24 September – The bodies of two Tunisian journalists have been found in Libya after having been abducted four years ago, according to local media reports. “The bodies of Tunisian journalists Sufian al-Shawarbi and Nadeer al-Qatari were discovered in the Bu Mesafir forest on the outskirts of the city of Derna,” Alnabaa, a private Libyan television channel, reported late Monday. Found by forces loyal to Libyan military commander Khalifa Haftar, the bodies have since reportedly been taken to Benghazi and the slain journalists’ next of kin contacted. Al-Shawarbi and al-Qatari were both abducted in Libya in September of 2014 by an unidentified armed group while covering events in the conflict-ravaged country.

LIBYA'S COAST GUARD RESCUES 235 MIGRANTS OFF WESTERN COAST

24 September – Libya’s coast guard rescued 235 migrants in three separate operations on Sunday night off its western coast, a naval forces spokesman said. The coast guard rescued 190 migrants on board two inflatable boats off the port of Khoms, Naval forces spokesman Ayoub Qassem said. A group of 45 others were picked up on board a wooden boat about 50 miles (80 kms) off Zuwarah. They included 20 women and two children.

LIBYA PROCEDURE

Guidance updated by Gard on 10 May, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:

- When contracting a vessel for a voyage to Libya, obtain a certificate of origin from the charterers indicating that the shippers are a National Oil Company (NOC) or an approved legal entity of the NOC. The Libyan NOC has the sole rights and control of all oil exports from the country. Most detentions related to oil smuggling, have been in connection with tankers operating offshore and not in a port.
- Charterers should establish the legitimacy of cargo interests and whether they can legitimately ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- On completion of cargo operations and upon receiving port clearance, sail directly out of Libyan waters as deviations or delays may be construed as suspicious by the authorities.
- Upon leaving the Libyan coast, vessels should avoid navigating close to the coast. Maintain a distance of 40 nautical miles from the coast. Most cases of detention have occurred within 25 nautical miles off the Libyan coast.

The security situation throughout Libya remains fluid. In the absence of a diplomatic solution, MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups. While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports.
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT JLT

When it comes to advising ship owners and operators, shipyards and ports and terminal operators we take the time to really understand your world, your people and your very particular challenges. We work closely with you to consider your business both today and tomorrow, and to explore all the variables which may impact on it.

We work with yourselves, our network and the market to deliver a solution which is always tailored to your specific needs and always competitive and comprehensive.

Because of this our clients trust us. They have total confidence that the vital elements of their operations are covered, enabling their businesses to be even more ambitious and surpass expectations. This is why we now place insurance for more than 6,000 vessels, including one third of the world gas fleet and we handle more than USD350m marine insurance premium.

We know how we work makes us different. It's quite a claim but we're driven to deliver on it every single day.

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MS Risk has a dedicated team of researchers, a 24/7 hotline service and a pool of trained and experienced consultants to support client needs.

MS Risk supports clients in a variety of business sectors with the following services:

SECURITY CONSULTING

- Risk assessments and intelligence reporting
- Planning and management
- Due diligence and investigations

PROJECT MANAGEMENT

- Interim security
- Training
- Special assignments

CRISIS RESPONSE

- Crisis management
- Business continuity management
- Hostile operations support to commercial interests

VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

More information is found at www.msrisk.com

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